



## Ian William Boyd

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### OVERVIEW

Naval architect/surveyor  
9 years as Class surveyor  
27 years as technical consultant & expert witness  
Chartered Engineer

2025 – date Boyd Maritime – naval architect, surveyor (managing director)  
2007 – 2025 TMC Marine – senior naval architect (director 2009)  
1998 – 2007 Brookes Bell – naval architect (associate 2003)  
1989 – 1998 Lloyd's Register – ship surveyor  
1988 – 1989 Earl & Wright – junior naval architect

### BACKGROUND

#### Class Surveyor, 1989-1998

- Working with ship owners/managers representatives and shipyards for class-related matters on Newbuilding projects and Existing ships.
- Plan approval for Class Rules & Flag State requirements (initial training at LRS HQ).
- Ensuring newbuilding and repairs meet Class Rules & Regulations or equivalence.
- Interpretation and application of Shipyard Quality Standards, Marine Industry guidelines and International Standards.

#### Consultant Naval Architect, 1998-date

- Total loss investigation.
- Grounding, stranding and collision assessment.
- Strength and stability analyses.
- Salvage & wreck removal attendance on behalf of owners/insurers, providing technical assistance and cost management.
- Damage condition surveys.
- New-building disputes, desk-top assessment, and survey inspections.
- Interpretation and application of Class Rules & Regulations, Statutory Requirements, Industry recommendations, and Industry guidelines.

## **EXPERIENCE**

### *Class Surveyor, 1989-1998*

- *Existing Ships*
  - Class surveys: Annual, Continuous Hull, Docking, In Water, Hull Alterations, Hull Damage, Hull Repairs, Intermediate Special, Special, Condition of Class, Transfer of Class, Lifting Appliances.
  - Statutory surveys: MARPOL, SOLAS and LOADLINE IMO Conventions, other various IMO Codes.
  - Issuance of Class & Statutory certificates.
  - Vessel types surveyed: bulk carriers, container ships, oil tankers, chemical tankers, general cargo, multi-purpose vessels, passenger ships, Ro-Ro Pax-cargo, high speed craft, superyachts, small craft, tugs, other specialist types such as cable layers, livestock carriers.
  - 500+ survey attendances (estimated).
- *Newbuilding*
  - Newbuilding supervision during construction of hull structure and equipment to Class Rules or equivalent, Witnessing tests of hull structure and equipment.
  - Attending makers works and test-houses for certification.
  - Testing and coding of welding procedures and welder qualifications to ISO/EN standards.
  - Statutory initial inspections of gear and equipment involving installation, testing and certification as per IMO requirements.
  - Issuance of Class and Statutory certificates.
  - Newbuilding projects jointly supervised: LPG carrier, chemical tanker, Reefer, multi-purpose vessels, heavy-lift vessels, tugs, high speed craft, yachts & small craft.

### *Consultant Naval Architect, 1998-date, Case examples*

- *Casualty Investigations*
  - ALBION TWO (1999), France – bulk carrier, total loss
  - SAN GWANN (1999), Norway – HSC ferry, new-building dispute
  - SOUTHERN AMELIA II (2000), Singapore – multipurpose vessel, salvage dangers
  - VOLCAN DE TAURO (2000), Italy – HSC ferry, new-building dispute
  - GAZ VENEZIA (2001), UK – LPG carrier, berth damage
  - WATERLOO PONTOON (2002), UK – RNLI Thames pontoon, conversion
  - LIFTER 1 (2002), Turkey – sheerleg crane, condition survey
  - UMFOLOZI (2006), Namibia – multi-purpose vessel, collision damage
  - TASMAN PIONEER (2007), New Zealand – general cargo ship, salvage
  - GRACIA (2008), Greece – bulk carrier, total loss
  - SOCOL III (2008), Baltic Sea – timber carrier, cargo shift
  - HANJIN ELIZABETH (2008), Panama – container ship, structural damage
  - KOTA LAGU (2009), Belgium – container ship, grounding
  - BRAILA SHIPYARD (2009), Romania – supply vessels, new-building dispute
  - TRIDENT (2003-2010), UK – fishing vessel total loss, formal Govt. Investigation
  - ROWAN (2010), USA – oil tanker, structural failure
  - STRASLUND FERRIES (2012), Germany – short-sea ferries, new-building dispute
  - VINALINES QUEEN (2012), Indonesia – bulk carrier, cargo liquefaction

- ALINA II (2013), South Africa – bulk carrier, grounding damage
- ANNA BO (2014), Indonesia – bulk carrier, cargo liquefaction
- ASIAN EMPIRE (2015), Pacific – vehicle carrier, fire damage
- VICTORIA (2015), Poland – bulk carrier, rudder loss
- CORINTHIAN (2016), Portugal – passenger ship, statutory req. compliance
- GRUMANT (2017), North Sea – bulk carrier, anchor loss
- CV STEALTH (2017), Trinidad & Tobago – oil tanker, lay-up condition
- MSC ZOE (2019), Germany – container ship, stow collapse
- DBCT (2020), Australia – dumb barge, mooring failure
- SEA PUFFIN 1 (2020), UK – wind farm vessel, flooding damage
- CV STEALTH (2020), Venezuela – oil tanker, class certification
- GO REGULUS (2021), South Africa – drydock, caisson failure
- LOUIS (2021), Ukraine – drydock, caisson failure
- DS VALENTINA (2021), Algeria – oil tanker, structural failure
- DUKE OF LANCASTER (2022), UK – passenger ship, external decks condition
- ELANDRA OSPREY (2022), Portugal – oil tanker, grounding damage
- VIKING POLARIS (2023), Antarctica – passenger ship, class compliance
- IMPERIAL EAGLE (2023), USA – bulk carrier, fire protection compliance
- GLORIA CONFIDENCE (2023), Norway – bulk carrier, anchor damage to hull
- LAMMA IV (2024), Hong Kong – HSC Ferry, collision investigation
- MSC INES (2024-25), South Africa – container ship, repair dispute
- GENIUS STAR XI (2025), Alaska – general cargo ship, cargo shift
- ST DIMITRIOS (2025), Brazil – bulk carrier, side shell fracture
- CARRIER 8 (2025), Poland/Finland – barge, capsized investigation, inspection of deck cargo (Patrol Vessel)

- *Salvage & Wreck Removal*

- NORTHERN HORIZON (2000), UK – research vessel, capsized (salvage)
- IEVOLI SUN (2001), Channel Is. – chemical tanker, sinking (cargo removal)
- TRICOLOR (2003), Belgium – vehicle carrier, sinking (wreck removal)
- FOWAIRET (2005), Belgium – container ship, grounding, and catastrophic hull failure (salvage)
- MSC NAPOLI (2007), UK – container ship, catastrophic hull failure (wreck removal)
- PACIFIC ALLIANCE (2008), Singapore – oil tanker, grounding (salvage)
- CRETE CEMENT (2008), Norway – cement carrier, grounding (ITT survey)
- SOLONDO (2008), Sierra Leone – bucket dredger, capsized (ITT survey)
- MSC ANTARES (2009), Brazil – container ship, grounding (salvage)
- FURNESS MELBOURNE (2010), Morocco – bulk carrier, grounding (salvage)
- NOBLE HAWK (2010), Indonesia – bulk carrier, grounding (salvage)
- ASIA SYMPHONY (2011), Japan – general cargo ship, stranding (ITT survey)
- PACIFIC CARRIER (2011), South Korea – bulk carrier, collision (salvage)
- RENA (2011-2013), New Zealand – container ship, grounding (salvage/wreck removal)
- FLASH (2012), Tunisia – bulk carrier, grounding (salvage)
- MED PACIFIC (2012), Turkey – chemical tanker, failed launch (salvage)
- MARITIME MAISIE (2014), South Korea – chemical tanker, collision (salvage)
- SEWOL (2014-2017), South Korea – passenger ferry, sinking (wreck removal)
- KEA TRADER (2017-2019), New Caledonia – container ship, grounding (salvage/wreck removal)

- NARLUNEQ (2020), Greenland – stern trawler, sinking (wreck removal)
- TAMANGO (2021), Norway – fishing vessel, fire damage, and grounding (wreck removal)
- SERENIN (2023), Spain – fishing vessel, sinking (wreck removal) - remote assistance
- MAREN (2023), Turkey – container ship, grounding (cargo/wreck removal)
- ADOLF JENSEN (2024-25), Greenland – research vessel, sinking (wreck removal)

## **FEEDBACK**

Arbitration Award, 2011

*'15) At the hearing, evidence was heard from... ...Mr William Boyd of TMC (Marine Consultants) Ltd, the consultant naval architect and surveyor who inspected Hulls xxxx at xxxx on behalf of the Buyers.... ...26) The buyers were concerned at the quality of steelwork at xxxx. In particular they were concerned about the following: (i) Excessive grinding... (ii) Poor Welding... (iii) Misalignment, distortion and inadequate dimensional control... (iv) Unit deformation... (v) Excessive inserts... (vi) Poor outfitting... ...95) As indicated above, the Tribunal is satisfied that the construction of the Vessels was not in accordance with first class shipbuilding practises in the respects identified by the Buyers. The Builders were, therefore, in breach of the Building Contracts in respect of all four of the Vessels.'*

Formal Govt. Investigation Report, 2011

*'[38] ...It will be thus apparent that I have preferred the evidence on this crucial aspect of the matter of Professor MacFarlane, Mr. Boyd and Dr. Schmittner to that of xxxx and xxxx. I do not think that it is necessary here even to attempt to summarise what these witnesses had to say about the precise circumstances in which the Trident came to capsize and the contributions which statical and dynamic stability respectively had to play in this event. The evidence, which extended over a good number of days, has all been recorded and speaks for itself.'*

Arbitration Award, 2020

*'8) At the hearing, I heard evidence from...experts on class and experts on insurance from both sides... ...44) Similarly, their Class expert was not challenged on his evidence that a reasonable owner was unlikely to have maintained or have been able to maintain the vessel in a state sufficient to get Class approval at the end of October 2017 and to be able to sail under her own power....'*

## **QUALIFICATIONS & MEMBERSHIPS**

HND Naval Architecture & Shipbuilding, Southampton, 1985

Marine Builders' Training Trust prize, 1984-1985

BEng. (1<sup>st</sup> class Hons.) Naval Architecture & Shipbuilding, Newcastle, 1988

Swan Hunter Shipbuilders prize, 1987

Member of Royal Institution of Naval Architects (MRINA)

Member of Society of Naval Architects and Marine Engineers (MSNAME)